

FRIDAY, MAY 19, 1905. Entered at the Post Office at New York as Second-

Subscriptions by Mail, Postpaid. DAILY, Per Month. DAILY, Per Year.... SUNDAY, Per Year DAILY AND SUNDAY, Per Year ... DAILY AND SUNDAY, Per Month Postage to foreign countries added.

Published by The Sun Printing and Publishing 170 Nassau street, in the Association at 170 Nassat of Manhattan, New York.

If our friends who favor us with manuscripts for publication wish to have rejected articles returned, they must in all cases send stamps for that purpose.

Questions for the Critics of Mr. Roosevelt and Mr. Taft.

Suppose the Administration refuses to pay more in Panama for an American product than the American sellers charge abroad for that same American product; more than they would have demanded in Panama of another customer than the United States Government, the French New Panama Canal Company, for example.

How would the principle of protection to American industries be overthrown or shaken by the purchase of American wares at the prices which American producers find it profitable to sell to other customers than the United States Government, outside of our tariff wall? What special requirement of the gen-

eral policy of protection is violated by insisting on the export price for American goods that are to be used abroad, rather than the domestic price? How can an American industry be

said to suffer if it receives from the United States Government for material to be used at Panama the prices which it would be glad to obtain from French or German or English contractors doing the same work at the same place? Why should the United States Govern-

ment be expected to pay any American manufacturer more than his own market price for the commodity in which he deals?

In the absence of legislation authorizing the payment of a bonus on American goods to be used on the canal, what right has the Executive to grant such a bonus out of the Treasury?

If there is to be any bonus on foreign sales, ought it not in common decency to go to the Government from the manufacturer, so amply protected in his home market, rather than to the manufacturer from the Government?

Cuba's New City.

Not content with building railroads, Sir WILLIAM VAN HORNE is now reported as about to build a city. A branch of the railway built in Cuba by Sir WIL-LIAM's tireless energy runs to Nipe Bay, on the northeast coast of the island, nearly due north from Santiago. The opening of a port city at this point was a part of Sir WILLIAM's original project. and current rumor declares that he is about to carry the scheme into effect.

It may not be doubted that some day there will be a city at that point. The York and other of our Atlantic ports vana. Its advantage over Santiago, as a point of shipment to American ports, the railway there is no doubt that Nipe Bay would be the main outlet for the eastern half of the island, and it is possible that some trade would be drawn from the Havana end.

The area in the immediate vicinity of the bay is richly fertile, and Americans are already owners of some extensive United Fruit Company of Boston is follow M. DE WITTE into virtual retireheavily interested in fruit and in sugar | ment. at Banes, only a few miles westward, and the Chaparra Sugar Company of New York has two or three million dollars invested at Puerto Padre, not far distant. Other Americans hold large areas of undeveloped land at nearby points.

But cities are not built in a day. Before there can be a new metropolis in eastern Cuba there must be a large influx of producers in the provinces of Santiago and Puerto Principe. Doubtless a city in the making would tend to attract many who would make a country around and behind it. Some day there will be a thrifty little city on Nipe Bay, and the chances are that it will be largely an American article, with American settlers in the vicinity sending their products, fruit and sugar principally, to America.

The Czar's Concessions to Poland.

Although, owing to the continued ascendency of the war party at St. Petersburg and the eclipse of the influence formerly exerted by M. DE WITTE, many onlookers are inclined to regard any concessions made just now to liberal sentiment as illusory, it must be acknowledged that the rescript issued on May 16 by the Emperor NICHOLAS II. apparently confers a boon of great importance upon Poland. The decree is applicable to nine of the western governments of Russia, including the Baltic provinces, as well as those composing the so called Kingdom of Poland, which was awarded to the CZAT ALEXANDER I, by the Congress of Vienna. The name, by the way, "Kingdom of Poland," did not disappear until after 1863. The rescript grants to the Poles and Lithuanians privileges which are plainly indispensable to the maintenance of their nationality, but of which they have been for some time deprived, the right of teaching their native languages in primary and secondary schools and the right of acquiring agricultural lands and industrial premises by purchase, which hitherto could only be secured by an abjuration of the Catholic religion. It is further alleged in a telegram from St. Petersburg that these measures are to be followed by an extension of the zemstvo system to Russian Poland, whereby the old local assem-

lished and a considerable amount of

autonomy will be restored. In order to bring out the significance of the Czar's rescript to the Poles, it may be well to recall that when in May, 1864, the last Polish insurrection was suppressed, a ukase of ALEXANDER II. announced that the Kingdom of Poland had ceased to exist, that thenceforth it would be parceled out into six governments, and that no effort would be spared to make it an indistinguishable part of Russia. To that end orders were given that the Russian language should be used in all public documents instead of Polish, that the University of Warsaw should be Russified, and that the last vestige of

local self-government should be wiped out. Since then the assimilative policy has been carried further in the educational and religious as well as in the political field. The Poles and Lithuanians were prohibited from teaching their to find out where and how we can sell native languages even in primary and secondary schools, and in order to force the members of the Catholic Church to become at least ostensibly Orthodox it was decreed that Catholic Poles could only acquire lands by inheritance or descent, and not by purchase, or even as Peace Day. Our irenical contempoby testamentary disposition. The vexation and the hardship caused by this regulation were almost unendurable, and a large number of perfunctory conversions to Orthodoxy took place. Should the present rescript be permanently enforced many of these converts would doubtless embrace the opportunity of

resuming their former faith.

It is well known that the Hapsburg Emperor has had no more loyal subjects than are the Poles of Galicia since he has granted them complete local autonomy, together with proportionate representation in the Cisleithan Parliament. That loyalty has proved not irreconcilable with the devotion to the Polish nationality of which Lemberg and Cracow have been the foci for the last thirty years. The Poles of Posen and West Prussia, who are represented in the German Reichstag and the Prussian Landtag, would be equally zealous upholders of the Emperor WILLIAM II. had there not been a persistent attempt to Germanize those provinces. For forty years there has been no doubt in the minds of a large majority of the Czar's subjects that Russian Poland would be reconciled to political association with Russia if it were placed on the footing of Galicia, that is to say, if religious toleration were practised, if local selfgovernment were guaranteed, and if on the establishment of a Russian Parliament the Poles should be represented therein on equal terms with the Russians. Nor would the Russian Poles, although better fitted for representative institutions than are the Muscovites, have demanded peremptorily at the outset the adoption of a Constitution throughout the Czar's European dominions. For a considerable period they would doubtless have been contented with the privilege of using their native tongue in schools, with thorough religious liberty and with such autonomy as was pledged to them by ALEXANDER I.

The friends of liberty throughout the world will rejoice to learn that hope has dawned once more for a gallant, sympathetic and unfortunate people. Too much reliance should not be placed, howharbor is one of the best on the Cuban ever, upon the promises of a well mean- old folks should set the example of coast. In measured distance from New ing but weak and unstable sovereign. The peace. very rescript here outlined gives reacit has little, if any, advantage over Ha- tionary bureaucrats six months in which to frame the regulations needed to make it operative. Six months hence the Czar is considerable. With a direct line of may be relieved from the pressure now steamers operating in conjunction with exerted by the war in the Far East. Meanwhile, it is an ominous indication of what may happen when the Grand Ducal coterie no longer dreads insurrection that liberal minded advisers are being fast weeded out of the Emperor's councils, M. YERMOLOFF, the Minister of Agriculture and the most outspoken advocate of a Parliament, having been constrained tracts in that neighborhood. The the other day to resign his office and

The Real Work for the Manufac turers' Association.

The gathering of the National Association of Manufacturers would be worth while if nothing more were done than to meet merely for the purpose of making personal acquaintances. The body is this week holding its tenth annual convention in the city of Atlanta.

These gentlemen represent the most important branch of our industrial economy. Our agriculturists produce merchandise having a value of \$5,000,000,-000 a year. The manufacturers produce \$15,000.000,000 worth. Compared with this the products of the mine, the forest and the fisheries, important though they are, seem almost trivial. They are counted only in millions. The manufacturers pay more than \$3,000,000,000 a year in wages, and buy more than \$8,-000,000,000 worth of raw material. They buy the products of the mine and the timber of the forest. Their 6,000,000 employees, with their families, consume a large part of the products of the farm and the fisheries. One-half of all our imports, including both free and duti able goods, goes to our manufacturers for conversion into finished forms.

But it can be regarded only as a matter of regret that no wider interest is shown in the national organization. Proprietors and members of firms engaged in manufacturing number several hundred thousands. Only about three diana, who before his election to his thousand belong to the national asso- present office was chairman of the House ciation, and of these only about three hundred are in attendance at the convention. This is perhaps due, in part at least, to the fact that the object of

the meeting is not sufficiently specific. At the first meeting of the present session, on May 16, a large part of the men the details of the appropriation time was occupied by President D. M. PARRY in reading a long and elaborate pass. Many of the items carried in presentation of his views on industrial evils, individualism, socialism, reciprocity and kindred topics. Mr. Lunwig NISSEN dealt elaborately with the question of Government ownership of public utilities.

Such questions as these are undoubtedly important. But it seems to us that the association, or its management, is at abuse." He would stop the erection

cussion and consideration of tariffs, reciprocity, socialism and municipal ownership. There are organizations by the score with which such topics are a specialty. It seems to us that the proper matter for consideration by the National Association of Manufacturers is the wider expansion of our commerce by that field is endless. It is of definite

interest to everybody. It is a reflection upon the good sense of American merchants and manufacturers to assert that we have reached the maximum of our export trade unless assistance comes from political sources in the shape of bounties, treaties or subsidies. We submit for the consideration of this body that it might achieve a larger result by concentrating its energies and activities upon an effort more goods.

Peace Day.

Yesterday the public schools of Massachusetts and Ohio celebrated the sixth anniversary of the Hague Conference rary the Boston Transcript is proud and happy thereat, and because the Secretary of the Massachusetts Board of Education "is in the pedagogic trend in seizing upon this method of instilling virtues. We are sorry to see anybody fall into a pedagogic trend, and we advise him to get out at once; and there are so many high "days" in the school year and peace

is so monotonous! "Exercises," the peacemaker goes on to say, "in which children take part grip them." Yes? BILL STUBBS and JIM MILLIKEN after taking part in the Peace Day exercises don't "fight it out" after school, do they? Fathers, even antiimperialist fathers, don't take a not always secret delight in the prowess of their sons at fisticuffs, do they? Boys all over the country are not playing war games now and imitating the Japanese-Russian war, are they?

The gentleman "in the pedagogic trend" ought to cut out of the school histories what children are most apt to remember. The invention of the cotton gin or of the electric telegraph doesn't stir the boyish imagination, but Concord and Lexington, Antietam and Gettysburg do. Just now boys are interested in PAUL JONES. These fighting fellows ought not to be allowed in the school books

Athletics is war. Cut it out. What are many Peace Days to one crowded hour of football? Peace Day for young gentlemen who played hockey last winter, and have decided views and sound information as to every prizefight!

Just now, when a great war is on the boards and the German Emperor is leaping into the air and emitting a war cry every five minutes, Peace Day looks a little queer. The feeling of nationality and the competition between nations have never been more intense. By a kind of paradox commerce and industry, the pursuits of peace, breed war.

The more reason for Peace Day, perhaps. Well, we don't see that Governor DougLAS and Mayor Collins walked down School street arm in arm, or that Senator FORAKER and Senator Dick kissed each other. Seniores priores! The

Ownership of Chicago's Streets.

In Chicago the courts are busy with applications for injunctions to restrain men from committing various crimes, and much evidence of more than local interest has been brought out.

Master in Chancery SHERMAN had before him a witness who produced a copy of an "immunity order" issued by the officers of the teamsters' union, permitting certain wagons to move unmolested through the streets. The order

This will certify that the holder is our driver J. MCCARTRY. and is all right. Business agent for the Truck Drivers' Union."

Protected by such an order, a teamster is at liberty to make his living. Without it, he will be set upon by thugs hired by the union, be dragged from his wagon and punished for his audacity in trying to work at his trade.

This is in Chicago, where the voters have decided in favor of the "immediate public ownership" of the street car

The Hon. EDWARD F. DUNNE, the Mayor of Chicago, is the man on whom the voters rely to carry out their wishes in regard to the street car lines. His task at its easiest would be hard. Under the conditions now existing in Chicago its difficulty is increased tremendously. He has not only to acquire the franchises and plants of the street railway companies, but he must also redeem to the city the highways. To-day these are controlled by a small organization which restricts their use to its own members. The streets are not public thoroughfares. They are private ways, from the benefits of which large numbers of

the citizens are excluded. Before municipal street cars can be operated in Chicago it will be necessary for the city to obtain the control and management of the highways. Mayor DUNNE has his hands full.

Mr. Hemenway's Idea.

Senator JAMES A. HEMENWAY of In-Committee on Appropriations, declares that the proper remedy to apply for the benefit of the deficit burdened Treasury is not more import or internal taxes. but a policy of Governmental economy. Mr. HEMENWAY knows better than most measures that Congress is called on to them he declares to be useless and ex-

Government buildings that cost \$3,000 a year to maintain are erected in communities where for \$500 annual rent commodious quarters for all Government offices might be hired. Such extravagance Mr. HEMENWAY calls "a colossal blies of the Polish nobles will be reestab- fault in this respect. It is not a semi- of Federal buildings except where they

political institution meeting for the dis- are really needed, and where they would result in economy of administration.

Various executive departments are engaged in enterprises of a scientific nature which, in Mr. HEMENWAY'S judgment, "seem to have no practical value." Many of these could be discontinued "without 99 per cent. of the people knowing anything about it," he says, business methods. The opportunity in but they cost the Treasury millions of dollars every year. Mr. HEMENWAY mentions specifically the annual expenditure of \$250,000 for cotton statistics. He does not say it, but these statistics seem to have for their principal effect the stirring up of ill feeling among those whose personal estimates do not agree with them. Mr. HEMENWAY'S catalogue of useless Federal expenditures, incomplete as it is, contains other items:

"The States no longer maintain their own quarantine service, but all that is saddled on the Government. There is one branch of the Government which has entered largely into the work of making surveys. Uncle Sam pays the cost, and private corporations, which are amply able to make their own surveys, reap the benefits."

Senator HEMENWAY'S plan to relieve the Treasury is not a picturesque or revolutionary one He says:

"The remedy for our financial fix is in reduction of expenditures.

This is a simple and straightforward suggestion. It would be no less popular a remedy than the imposition of a tax on coffee or a revival of the Spanish war taxes. It is eminently worthy of the serious attention of the nation's lawmakers when they meet to dispose of the deficit.

Democracy means individualism .- Charlotte News

"Meant," not "means." Ask Mr. BRYAN. There is nothing new in the practical test of materials and devices, but something of a

novelty was shown at Pittsburg a few days ago for the benefit of about three hundred of our foreign railway visitors. A fifty car train was run in on the track and divided into three parts. Two sections were placed with a spaceway of 150 feet be-

tween them. The third section, with an engine fronting the placed cars, was then drawn down the track for a distance of two miles, where it halted. When all was ready the engineer pulled the throttle wide open and jumped to the ground, leaving his train to gather speed and momentum. It plunged into the first stationary section at a speed of forty miles an hour, and smashed the first section into the second. After a bit of quivering and bumping the whole outfit settled down, entirely uninjured.

They were only making a practical test of a new system of friction draft gears.

For several years the Post Office Department, with the contributory assistance of the Board on Geographic Names, has exercised a summary jurisdiction over place names, at least so far as they appear on post office signs. One of their cardinal principles has been the excision of the apostrophe and other signs of the possessive case, whereby we acquire such unfamiliar forms as Rouse Point and Sacket Harbor. Another principle of this macadamized uniformity is to unify most two word names into single words, regardless of the appearance of the result. Against this group of rulings the good people of California have just succeeded in making effective a protest lodged by the most important citizens and all the learned societies of the Golden State. The Fourth Assistant Postmaster-General has within a few days issued the edict of restoration; El Cajon and La Honda and their like will now be officially permissible, Ventura becomes once more San Buena Ventura and the San Juan of multitude is to be particularized as San Juan Bautista. Now if only the Eastern excursionists will cease naming San Francisco's landmark Mount San Diablo all may yet be well. As for the other sections of the country, the States and Territories where public spirit has not risen to the point of protest, the individual writer of letters may rest assured that the postal authorities will deliver his correspondence even if he should fail to address his communications to Oldglory, Ariz., or Westpoint, N. Y., as provided in that invaluable authority the

Mr. Henry James and His Literary Style. TO THE EDITOR OF THE SUN-Sir: I am not what is called an admirer of Henry James. I think that his present writing style is de-plorable and chiefly valuable as furnishing topics for conversation at afternoon teas beween people who never read him and people who never understand him when they do

This morning I read in your literary notes ing "to the chosen few who sit adoringly at the et of this apostle of the complex," his sen tences are "not designed to be understood" and "are not constructed to be parsed."

May I be allowed to differ?

Having a curiosity to see and hear the man who has irritated and interested me so many times during the last twenty-five years. I went over to Brooklyn to attend his lecture

on Balzac.

on Baizac.

I have an ordinary intelligence, which was not unduly taxed, for Mr. James gave us a series of long but perfectly parsable sentences—sentences that curiously enough were not in the slightest degree reminiscent of the manner he uses when constructing his ingenious fogs. The sentences might have been called Evartsian in length, but the average high school boy of to-day would have been able to grasp all that he said.

Like Evarts, too, he showed himself to be possessed of a dry, shrewd humor (and this humor pierces the fog of his books at times, although his devotees would be surprised to hear it, as they are looking for something else and are too intense to recognize unlabeled humor). His written style lends itself most delightfully to parody, but his speech is that of a sincere man with something to say, and he save it delightfully.

Were I to try to read "The Ambassadors" again, I would again plunge into a London fog, not absolutely impenetrable and lighted here and there by flashes of wit and humor, but full of paths leading nowhere—literary culs de sac. James is wilfully obscure, and like those other humorists. George Bernard Shaw and Henrik Ibsen, he laughs in his sleeve at his devotees.

But when it comes to his talk on Balzac, I have an ordinary intelligence, which was

Shaw and Henrik loven, he laughs in his sleeve at his devotees.

But when it comes to his talk on Balzac, why, it's an interesting lecture about a wonderful man by a brilliant Atherican, who, by the way, has scarcely a trace of English accent, despite the fact that he was born in New York and has lived twenty years or more in England.

in England.
Let us be fair and discriminate.
CHARLES BATTELL LOOMIS.
FARWOOD, N. J., May 17.

Strange Birds in City Squares. TO THE EDUTOR OF THE SUN SIR. WILL

prespondent who wrote about the strange birds in City Hall Park pardon me if I offer a correction? His titlark was an ovenbird and his oriole a red-start. Like Mr. Hyatt, I have been an interested observer of the visit of those rare and beautiful migrants to our city squares every year (this year they have been more numerous than usual), and like Mr. Hyatt, too, I have not falled to note the indifference of the general public in this regard. If, I have said to misself, only some big, fat bird fit to roast or to boil were to alight here how the passers by would crane their necks!

NEW YORE, May 17.

ORNI

TO THE EDITOR OF THE SUN-SIT: In Central Park late on the night of March 17 I saw a pair of birds that appeared to have many of the charac-teristics of those longlegged pink things in the Bronx Zoo, with the exception of the feathers, of which they were entirely destitute.

This pair followed me from the Fifty-ninth street entrance to the Harlem Mere despite my shouts

and occasional cobblestones. I am not much of a

aviary and would like to have some one tell in simple talk what they are. C. O.

NEW YORK, May 17.

was the provision respecting commerce among the States. The power to regulate this commerce was finally given to Congress: but not until a limitation had been placed upon that power providing that no regula-tion of commerce should give preference to the ports of one State over those of another. While the importance of the Congressional power to regulate commerce can-

WHY GOVERNMENT RATE MAK-

ING MEANS DISASTER.

A Striking Argument by President Earling

of the Chicago, Milwaukee & St. Paul.

From Harner's Weekly.

In framing the Constitution one of the mportant subjects of debate, as is well known,

not be overlooked, the limitation placed upon it is of quite as much importance; and it is clear from the debates in the constitutional convention that, but for the limitation, the power never would have been granted. With this limitation upon the power of Congress to regulate interstate commerce. there is no basis upon which rates for transportation can be fixed by the Government, except the inexorable basis of distance. In

no other way can rates of transportation be

made to and from ports of different States

over others.

The effect of this upon the great agricultural districts of the Middle West would be more disastrous even than upon the manufacturers. The system of transportation has been so adjusted by the carriers themselves that the products of the farm, both grain and live stock, though produced a thousand miles or more from the seaboard, are able to compete in the markets of the world with the products of other great producing regions in this and other countries The great national food producing district comprised in the region drained by the Mississippi is so situated that it could not profitship its products to foreign markets if the arbitrary differences of distance were applied against them. If the varied resources of this region were limited to local markets -that is, to points of consumption nearer to them than to any other competing regions of production—the paralysis of its great agri-cultural and live stock raising industries amount to an appalling calamity. Nothing but the most intricate and scientific adjustment of rates with each other, so skilfully arranged as to overcome the inequalities of distance and the disadvantages of location, has given to the great prairie States of Illinois, Iowa, Nebraska, Kansas, Wis-consin and Minnesota, or to the wheat fields of North and South Dakota, the marvelous prosperity they have attained and the position which they occupy in the markets of the world. To build across the channels of their commerce the impediments of con-

garden spots of American agriculture. I have seen this Western prairie country develop as the railways have opened up its resources, and the company I represent has lways been identified with its development. Therefore I may be pardoned if I look with no small degree of apprehension upon the threat of serious impairment of the interests of this large and important section of the country which a distance tariff would inevitably make. The manufacturer of lumber in Wisconsin

stantly increasing distance from the market

would be to render desolate and barren the

or Michigan or Minnesota distributes his product within a certain market region natrally tributary to his mill. The extent of territory which he can reach with his product depends upon the rates of transportation he must pay. Under the present system of adjustment all those manufacturers whose mills are subject to the same general cost of production, and who draw from substantially the same supply of raw material, have the same rate to common market points Under the distance tariff system, with the consequent increase in transportation rates which must result from Government rate making, the mill which is nearest a particular market will have an advantage over every other mill in that market, and will be at a decided disadvantage in every other market. tation rates on a distance basis will be a change from the present broad, general, competitive markets to narrow, restricted local markets, with the inevitable increase in the cost to the consumer. This applies not only to the lumber business, but to all commodities that move in any volume, and the distribution of which covers any considerable areas. It applies to almost every line of business, and to every section of the country.

The people of the United States have for many years enjoyed the benefit of the scitraffic officials of the railways to overcome the effect of distance, and to place interests which are widely scattered as nearly as possible upon the equality to which resources, ability and efforts entitle them. If the people understood the impending danger of a distance tariff they could not advocate the destructon of the principle of adjusting freight rates which the carriers now follow. and would not permit the substitution for it of the rigid and unadjustable system which the Constitution would compel the Govern Freight rates that are determined by the surveyor's rod, measured out to the industries of this country merely by the mile, will not only completely arrest the commercial development and agricultural growth of the country, but will require such readjustment to untried conditions as cannot fail to be productive of most serious and lasting harm to the railways and to the people.

Man and Woman. TO THE EDITOR OF THE SUN-Ser: news despatch from Winnipeg that "Ralph Connor. the novelist, blames the married women of that locality, and probably elsewhere, for scandalous conditions that he finds occasion to denounce. Now "Connor," allas the Rev. C. W. Gordon, le all right as far as he goes, but he might have gone further and proved himself wrong, I. c., by a deeper digging into causes.

As a gentleman, "Connor" will admit that normal woman is a creature of domestic and motherly instincts, and that normal man is a justful animal. whose traditions surround him with a halo of mas

rfuiness.
This exalted being, man, takes unto himself wife, and in his masterful and masterly way pro

ceeds to set up one code of morals for the woman of his choice, and another-quite another-for himself. The woman's morals up to this point have been

guarded with jealous care, and her teachings have led her to believe that there has existed a sort of reciprocal morality" of the sexes She doubtless has appreciated the rougher and coarser grain of her brother, and admired him for it, for that is part of her instinct—the worship of a brawny hero. But all this time she has received no enlightenment on several phases of character

that are more or less a part of her hero's worship

of his heroine, woman at large A singular thing about this hero, man, is that while he is always equal to the establishment of a code of morals for his own women, he does not waste much time over the codes set up by his felproperty

Some day the woman who has been taken in marriage discovers the real situation, quite by accident, we will say, for no man not a brute would voluntarily impart such information to his "better

afterward, perhaps, callousness and "reciprocal morality" of another sort. This is when woman is bad, and we all agree that there are few worse things than a bad woman.

Oh, the pity of it all!

J. W. E. NEW YORK, May 18.

TO THE EDITOR OF THE SUN-Sir: Your Issue of to day reports an inquiry by the Charlotte Ob server concerning the word "scrowdge" for "crowd." In "The Old Curiosity Shop," chapter xxxix, where-in Kl; gives a theater party, that young gentleman is reported to have "hit a man over the head with the handkerchief of apples for 'scrowdging' his parent with unnecessary violence." It is a well recognized provincial word in both England and America, and among other quotations in which it may be found is one from "The Biglow Papers":

"And as the North has took to brustlin' At being scroudged from off the roost." Its etymology is said to be uncertain, but it is self-explanatory that research in this line is of o the etymologist. E. E. TARPPRY. NEW YORK, May 18.

The Little Ape.

From the Biston Transcript.

The Massachusetts Schate in a few instances seems to pose as the little ape of the national Sen-

THE REMARKS OF JUSTICE DAVIS Varying Expressions of Opinion, Rudical

and Otherwise. To the Editor of The Sun-Sir: It is evident that Mr. Justice Vernon M. Davis has not a proper appreciation of the dignity or decorum of the judicial office. Richard Croker seems to have been right when, in 1899, he declined to name Davis for the Court of General Sessions, and Warren W. Foster of General Sessions, and Warren W. Foster was selected in his stead. How does Judge Vernon M. Davis "know" that Nan Patterson "lod"? Did he see her shoot Gesar Young? Did he see J. Morgan Smith buy the gun? His theory or surmise may be true, but how does he "know"?

The woman was not proved guilty beyond a reasonable doubt, and on the evidence submitted she ought to have been acquitted.

PHILADELPHIA, May 17. S. PHILLIPS.

TO THE EDITOR OF THE SUN -Sir: I read with a great deal of satisfaction this morning your editorial on the attack made by Judge Davis on Nan Patterson.
It may be that the public will be aroused

by the Judge's remarks to take some action toward doing away with the infamous system now existing in the criminal courts of this county. The whole system needs reforming. It has become more criminal than the criminals it deals with.

without giving to some of them a preference That absurd and unjust tribunal called the Grand Jury should be abolished. It has always been a means by which individuals gratified private hate and prepetrated infamy. It should form no part of a republican form of government. It is a star chamber body whose proceedings, kept secret, are often unwarranted and used for wrong pur-

often unwarranted and used for wrong purposes.

Every man is entitled in a free government to an immediate hearing on any charge against him. The Grand Jury prevents this and is upheld by criminal prosecutors because it gives them an advantage over the accused.

The reason the people of this country sympathize with a defendant is because they know he or she does not get a fair trial. The people realize that a man accused by a secret tribunal and thus deprived of a speedy hearing, hounded by detectives, threatened and abused, is not getting justice, and they hope for his acquittal, no matter what his crime.

The remarks of Judge Davis prove him an unfit Judge. He has shown personal prejudice and hatred of a defendant who before the law is an innocent person.

A system which allows a Judge to gratify personal prejudices by making arguments to a jury is wrong. A Judge should not be allowed to harangue a jury. His duty is to protect the defendant, whom the law declares innocent until a jury finds him or her guilty.

New YORE, May 17. ARTHUR ENGLISH.

To THE EDITOR OF THE SUN-Sir: The comment of Mr. Justice Davis on the evidence brought out in his court during the second trial of Nan Patterson was not an ordinary procedure, but I fail to see any impropriety in The case had been tried in public and the

evidence was equally of public possession Your editorial comments adverse to the position and opinion of the learned expositor of law and fact are entitled to weight, but not more so than his, and, in the very nature of things, not quite so much. I cannot see,

of things, not quite so much. I cannot see, from reading the testimony in the last trial in your valuable paper, on what grounds there could be either a disagreement or a verdict of acquittal.

From my experience in jury seats and rooms for the past thirty-nine years. I am led to interpret some of the findings as an old farmer I know rendered the passage of Holy Writ which reads: "Train up a child in the way he should go, and when he is old he will not depart from it." Instead of accepting it as a mandate of the Almighty, he attached to it an entirely hypothetical meaning, that if you train a child properly, when he reaches maturity he will probably be a good man.

EPHRAIM. NEW YORK, May 17.

TO THE EDITOR OF THE SUN-Sir: To add to the general humor and merriment of the occasion it seems as if THE SUN ought to have published the menu of the Phi Delta Phi dinner somewhere in close proximity to the remarks of Judge Davis. It might have helped us to the cause of so radical a de-parture from what we, as American citizens, are pleased at all times to refer to as "judicial

are pleased at all times to refer to as "judicial silence" and "judicial dignity."
Judges, district attorneys and lawyers, look to old Massachusetts! A criminal case in every way as absorbing in public interest as the Patterson case would be tried there before two Judges, with great legal ability in both prosecution and defense, with no spectacular trimmings or newspaper interviews, but a fair and impartial trial—and justice for all concerned. The cost of the trial would be comparatively small; but of course everything in this great city must be on a big scale.

scale.
Verily, 'tis a wise Judge that reserves his opinions for the bench!
CITIZEN.
NEW YORK, May 17.

TO THE EDITOR OF THE SUN-Sir: Leaving the question of decorum to be settled by the Vernon M. Davis that too much hysterical sentiment exists in the community during sensational murder trials of women, caused by flaming yellow journalism and kept up

Had the case been reversed and Nan Pat-terson been found murdered in the hansom, Young would undoubtedly have been con-victed on the evidence as presented on the Patterson trial.

ADRIAN BORREBACH.

Enlightening Gen. Sherman From the Columbus Dispatch. "When Gen. Sherman was on his march from

Atlanta to the sea," said Col. Bechtell, assistant engineer of the State Board of Public Works, yes-terday, "he had with him the Eighth Missouri, noted for its foraging propensities. Nothing was safe from its men. One day the General's foragers brought in some fine chickens, and to make sure that the Missouri men did not get them they were placed in a corn crib only a few rods from the beat of a sentry. But in a few days the whole bunch had disappeared. The Eighth was suspected, but could not be convicted. Years after the war, at a reunion at Cincinnati. Gen. Sherman met the Major of the Eighth, and immediately after greetings, said all would be lorgiven if the Major would tell how those chickens were taken. 'That's easy,' said the Major. 'The first very dark night we sent a squad of our best foragers with the smalles fellow in the regiment. Removing one slat from the crib made an aperture large enough to admit him. A cloth, soaked with chloroform, which our hospital supplied, applied to the head of a chicken, con caused it to topple over and it was passed out for the bag. In this way the birds were in a few minutes transferred to our camp under the cover of darkness, absolutely without noise. The

The Toothpick in Indianapolis.

From the Indianapolis News. "Indianapolis women have the toothpick habit had, said an observing visitor. "I went to one place where hundreds of them eat at noon, and you could track them by the toothpicks on the pavements. while the halis of the building were literally sowed with toothpicks. Most of the women you meet coming away from the place are chewing toothpicks. At the public caifs and private boarding houses most women stop and take tooth-picks the same as the men. I rode down town in a car which passes through a residence street every morning the week I was in Indianapole, and in one of the most beautiful homes sat a daintily dressed elderly woman in the front window using her toothpick. To live up to the Indianapolis reputation for culture its women will have to give up the toothpick habit."

TO THE EDITOR OF THE SUN—Sir: If the English language is growing by the addition of "oriums," as you suggest in a comment in to-day's issue, is there not also an increasing expansiveness in the meaning of some words? As, for instance, in William street yesterday I noticed a haberdashery shop with the words "Shirt Constructor" in golden emblazonry over the door. Less criticism will be made of the laundryman who first boldly declares himself a Shirt Constrictor. PHILADELPHOS. PHILADELPHIA, May 17.

From the Engineering Record.
Pensions on the Pennsylvania Railroad have now been paid to retired employees for five years. In 1900 the amount spent was \$244.020 and in 1904 it was \$390,000, not including the cost of managing the department. During this period 2.418 employees have been retired on pensions, 568 between 65 and 60 years of age. Most of them retired at their own request, with the approval of their em-

TO THE EDITOR OF THE SUN-SIT! Is there any

thing on the face of this beautiful earth more dull or uninteresting than a distinctively fashionable men or woman?

PERPLEXITY. NEW YORK, May 18.

Skinker Road Still.

From the St. Louis Globe-Democrat Harrisburg has changed the name of its Wetzel's Swamp into Wildwood Park. St. Louis has more backbone, for its Skinker road went through the world's fair experience mascathed.

OUR TRADE WITH GERMANY. A Particularly Interesting Compliation of

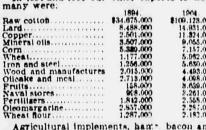
Figures by the Bureau of Statistics. TO THE EDITOR OF THE SUN-Sir: In view or new German tariff agitation a brief resuma of our trade with Germany and its growth. especially in the decade 1894-1904, is interest ing and timely. For that purpose the Bureau Statistics has issued a set of complete

tables	١,		o	ſ	1	۴	4	h	1	C	1	1	1	t	h	ė		following is a	digest:
																		Exports to	Imports from
																		Germany.	Germany
1885					į	,		,	¥	į	v	Ý	í		¥	A	£	\$20,815.00)	\$9.563.00
1875																		59,453.077	27,015.00
1837																		57,062,000	52.211.00
1885																		62,222,000	63,241.00
1894																		92,357,000	69,387.00
1900		o w						7			·	,	i	4	è	,	×	187,347,000	97.374.00
1934																		214,000,000	100.189.00
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Inasmuch as Germany adopted protection as a policy in 1880, the constant increase since then in our exports to the empire, culminating in our 1904 exports being \$157,000,000 greater than our 1880 exports, is somewhat surprising, even allowing for Germany's great industrial growth in the twenty-four years.

Surprising also is the \$57,000,000 increase in our yearly imports from Germany in the same period, in the face of our own high tariff—a tariff much higher than Germany's pending enforcement of her new very highly protective tariff.

These results force the conclusion that Germany needs certain of our products, and we need certain of Germany's products, and that no tariff, however high, will keep out of Germany the American goods she needs, or keep out of the United States the German goods we need. The great natural law of supply and demand is not to be set aside by any human made obstacles. Tariffs, like the



Agricultural implements, ham bacon and pork (together), beef products, cotton manufactures and cottonseed oil each exceeded \$1,000.002. Seeds fell from \$1,714,000 to \$516,000, distilled spirits from \$4,119,000 to \$821,000.

Chemicals, drugs and Toys....Leather and manufac-4.548.000 3.019.000

A Park and a Parkway.

TO THE EDITOR OF THE SUN -Sir; The letter of Mr. Ernest Flagg in your paper of May 16 indicates so clearly the misapprehension by intelligent men of the functions of a public park as to justify a modest trespass on your space by way of explanation. A park is pri-marily a playground for the people, a place where those who do not live in "the best kind of private residences" may go with their children to breathe and to get into closer touch with nature than is possible among the tene-

ments, or even on the Champs Elysées. No one would deny the beauty of the great Paris avenue-one might wish that such a "parkway" existed in our city-but to compare it with Central Park along the same lines to do justice to neither as well compare a horse with a garden. Paris has the Champs Elysées, its parkway, and the Bois de Bou-logne, its park. New York, unfortunately, has only its park. The proposed parkway can no more take its place than a four-track railway can be substituted for the Yosemite Valley; not that the railway is not good, but that it is different from the valley, and cannot fill its place, however excellent its own

functions. Those of us "whose minds do not run above as if it were something sacred," do so because beauty is "sacred" to us. San Marco, in Venice, may not meet all the requirements of a modern church, but one is satisfied to leave her "precisely as she is." We do not "forget that the park was made for the people." On the contrary, it is ever in our minds, and we know that no parkway, however grandiose, can give the people what the park is giving them to-day. If Mr. Flagg will walk through the park on a Saturday morning in May he will realize what it is to the people. It may recall to his memory the Bois de Boulogne on

Sunday afternoon, but scarcely the Champs Elysées at any time The fact simply is that no parkway can take the place of a park-nor a park of a park way. I accept Mr. Flagg's invitation to "choose which of the two plans is preferable" and unhesitatingly choose the park -a choice which I believe will be sustained by so strong an expression of popular (sustained by scientific) opinion as to preserve above all things the great park, even if a parkway must be tem-

porarily postponed. W. BAYARD CETTING.

Foreign Contract Opportunities The world's oldest city. Damascus, is to have an electric works and an electric ratiroad. The working capital of the company is \$1.250,000.

Alkmar, Netherlands, is to have a steam tramway, to be built by the "Noorder Stoomtramwag-maatschappil." Portugal's Ministry of Marine at Lisbon wants bids for the building of a railroad depot, to cost about \$500,000, at Lourenco Marquez, East Africa. Argentina's Government plans the construction

of sewerage works for the city of Mendoza Deutsch Landsberg, Styria, is to have waterworks. Bloemfontein, Orange River Colony, British South Africa, is to expend \$1,500,000 for new water and sewerage works.

Durban. Natal, has voted \$515,000 for tramways. electric power and lighting, telephones and sewers.
Queenstown, South Africa, is borrowing \$450,000 for waterworks, reservoir, &c.

Dakar, Senegal, is to instal electric works for lighting and also for power.

Brussels wants tenders for furnishing structural tron for the city gas works. Orizaba. Mexico, projects water and sewerage

Watergraafsmeer, Netherlands, projects the installation of waterworks and electric lighting.
St. Gall. Switzerland. is to expend \$600,000 or

more for new sewerage works.

The chief commissioner of Assam, at Shillong,
British India, wants proposels for building and
equipping a steam tramway line, thirty-three miles long, to run from Sylhet to Kalaura, a station of the Assam-Bengal Railway. Blibeo. Spain. is to have an electric tramway The Russian Government will soon begin the

construction of the Windau Canal. This canal is to promote exports from the Baltic provinces and Cooperation of Clergy and Laity in Arizona. From the Boston Record.
The Rev. Endicott Peabody, head master of Groton School, speaking recently in Boston of the cooperation of the laity and the clergy, gave as example of one form of its practise taken from his own experience while at Tombstone, Ariz., where he received a letter notifying him of a meeting at

which he was to be present as a speaker with the Methodist clergyman. The letter read: "I have arranged a set-to between the Episcopal and the Methodist parsons. I am backing the Episcopal parson." A Metaphor That Is a Metaphor.

From the Los Angeles Express.
What Peru will do remains to be seen. At presen he sword champs restlessly in its scabbard, and should this Government's good offices fall the war in the Far Fast may have a counterpart in the Far

Disadvantage of Being an Editor. From the Louisville Lyre.

Every girl in town but the editor has a new spring hat. Moral, don't be an editor.